

SPECIAL CABLE.

ROCKEFELLER'S TOUR.

COMING VISIT TO HONGKONG.

[China Mail Special.]

SHANGHAI, Sept. 30. Mr. John D. Rockefeller, Jr. and party leave for Manila, Hongkong, Canton and other southern places tomorrow. Mr. Rockefeller, interviewed, spoke highly of what he had seen of the Chinese and their institutions. Mr. Walker, Standard Oil manager in Hongkong will direct the party in the south.

STEAMERS COLLIDE.

GLENOGLE'S SERIOUS MISHAP.

FINE MOTOR SHIP BADLY DAMAGED.

Shown the Renter cable reporting the serious collision between the Holland-America Line steamer "Eydum" and the Glen Line motor vessel "Glenogle" in the Scheldt, the local agents for the latter company, Messrs. Jardine, Matheson and Co., Ltd., stated that they had not yet received direct information either from London or Antwerp. The "Glenogle" they explained, was due to sail from London for the Far East on October and was probably taking in some cargo at Continental ports. She was due to arrive at Hongkong on November 20 en route for Shanghai and Yokohama. According to Renter's cable, printed elsewhere in this issue, both the colliding vessels were badly damaged, the "Eydum" losing two men killed. The "Glenogle," which is under the command of Captain O. O. Simpson, was built by Messrs. Harland and Wolff, of Glasgow. She was then the ninth motorship built for the Glen Line, but the first of her class, numbering eight in all. The "Glenogle" was at the time of her launching last year the highest powered oil-motor vessel afloat, although not the greatest in length. She is a cargo boat of 12,500 tons deadweight, propelled by four-cycle Diesel engines, set in parallel of eight cylinders, each controlling individually the twin propellers. These engines develop 6,600 h.p. and functioned admirably during her first and subsequent voyages out from England, maintaining a steady sea voyage of 13 knots though fully loaded. The "Glenogle" is purely a cargo boat but accommodation is provided for a dozen passengers.

THE STOWAWAY PROBLEM.

SEVERER MEASURES FORESHADOWED.

Nine stowaways from Manila by the a.s. "Hawkeye State," two American negroes and seven Filipinos—were charged before Magistrate Orme this morning.

They admitted the offence. Inspector Spear of the Water Police said that he had seen the American Consul about the defendants, and the latter had instructed him to ask the Magistrate to deal severely with the men, in view of the frequency of the offence, and the expense entailed in sending them back.

The Magistrate said that he was inclined to think that someone on the ship was responsible for the men's presence on board.

The Inspector said that he did not think so in this case. The "Hawkeye State" was a big ship and carried a lot of passengers, and it was possible to get on board by mixing with them. Once on board, it was easy to hide until the ship sailed. Then invariably, they gave themselves up.

The Magistrate suggested that it would be more satisfactory for stowaways to be sent back to the place they came from to be punished there. That would act as a deterrent for others.

The Inspector agreed, but said that he had not been instructed to suggest that course in the present case.

Sentence of six weeks' hard labour each was passed.

Christ Church, Shawan, Canton, was the scene of a wedding when the Ven. Archdeacon Barnett, assisted by the Rev. C. L. Blanchett, married Mr. Tso Chi On, son of Mr. S. W. Tso, solicitor, Hongkong, to Miss Fung Shuk Ki, second daughter of the late Mr. Fung Wui Chuen, of Swatow. The duties of groom's man were performed by Mr. Tso See Fong, Miss Fung Shuk Ki's sister of the bride, acted as bridesmaid. Mr. Smith, organist of Christ Church, was at the organ, and rendered the wedding march. A reception was later held at Sep. Luk Po, the home of the bridegroom. The happy couple are spending their honeymoon in Canton.

THAT LOCAL "MERGER."

ITS EFFECT DISCUSSED.

THE CONSUMER'S POSITION.

MR. TAGGART INTERVIEWED.

Some interesting facts about the "merger" that is being arranged between the Hongkong Hotel Company, the Dairy Farm Company and Wisemans Ltd. were gleaned by a China Mail reporter this morning from Mr. J. H. Taggart, the managing director of the Hongkong Hotel Company.

Sounded for his opinion as to how the project is likely to "pan out" from the point of view of the general public now drawing what may be termed their "bread and butter" supplies from Wisemans and the Dairy Farm, Mr. Taggart assured the reporter that there was no need to fear an increase in prices as a result of the "merger." "In fact," he said, "I can predict that there will be a tendency for prices to be reduced. That, of course, is in view of the fact that we shall have mass production."

The interviewer mentioned that he knew some people had been looking forward to seeing the Hotel Company entering into competition with the other concerns in certain directions. Mr. Taggart rejoined that he doubted whether that would have meant any noticeable reduction. There might have been "cuts" on both sides on some lines but he was certain that the public would not get as much benefit from it as they would from the "merger." The difficulty about competitive enterprise in Hongkong was the scarcity of convenient sites suitable for the erection of a bakery for instance.

"It is merely following out what the big restaurant and catering firms at home have found it necessary to do," Mr. Taggart went on to explain. "One big advantage of our scheme will be," he pointed out, "that it will enable a more varied class of produce to be put on the local market. Most of the produce imported here is of such a perishable nature that you must have a means of getting rid of it quickly. The only means the Dairy Farm Company has of getting rid of it is by selling it and if the stuff goes bad before they do that then they are left with it on their hands. Under the new arrangement that wastage would be eliminated because if there was a chance of the produce deteriorating before we sold it then we could use it in the hotels. In that way, Mr. Taggart indicated, they could afford to bring up new lines of fruit and produce knowing that if the demand here was not big enough to take up the whole consignment they could use up the balance themselves. They would also be able to buy to greater advantage.

There would, of course, said Mr. Taggart, be an obvious reduction in overhead charges. Non-productive space would be cut down to a minimum and a reduction in transportation costs would be possible.

Dairy Farm distributing centres are to be established at Wisemans, Kowloon, Repulse Bay and wherever, Mr. Taggart remarked, the public demand warrants it. There has to be one at Repulse Bay because the Hotel Company intend building about two dozen bungalows out there and they must feed the people who occupy them. That, the reporter, gathered, was one of the reasons for the "merger."

"If you occupy one of our bungalows at Repulse Bay," Mr. Taggart pointed out, "you would hardly want to send your servant twelve miles into town for, say, a pound of ice. So we have to arrange somehow for you to buy your supplies out there."

"What is going to happen to Wisemans?" the reporter queried. "It will be vastly extended," Mr. Taggart explained, "and in addition to being a Dairy Farm distributing centre it will be run something on the lines of the American delicatessen store. It is to be fitted up, too, with the very latest thing in ice cream soda fountains."

Mr. Taggart indicated that his Company intended spending a good deal more money in connection with Repulse Bay. At present "he said" twenty five per cent of the cable applications we get for accommodation specify Repulse Bay. To give you a concrete example, an American liner came in this morning, and nearly all of the tourists wanted to go out there. We couldn't give them the accommodation because the place has been packed for some time. As far as we can we want to foster Repulse Bay as a local concern. That is why, although we could have filled it with tourists, over and over again during the last few months at double the price, we have encouraged local people to go there at specially cheap

MUCH JAILED MAN.

MORE PRISON AND STOCKS FOR SNATCHING.

A Chinese youth with a very bad record—he has spent eighteen of the past twenty-four months in jail for stealing, burglary, house breaking, and being a rogue and a vagabond—was charged before Magistrate Lindsell this morning with having snatched a rattan basket from a Chinese school-teacher in Shantung Street, Yumati. The basket contained clothing worth \$35, a silver watch valued \$8, and \$10 in money.

Asked to plead, the accused said: "I did not snatch the basket. When he left it on the road I picked it up and walked away with it."

The complainant said that on his way to the Hungfong ferry about 8 p.m., yesterday he was accosted in Shantung Street by the accused and three other men. The accused seized the basket, and when he refused to surrender it, called the other men to assault him. In the struggle, the accused secured the basket and made off with it. The witness fell to the ground during the fight, smashing a finger and breaking his umbrella. Picking himself up witness chased the accused, calling out "Stop thief." A couple of pedestrians joined in the chase, and the accused dropped the basket. He was arrested a little further up the street by a Chinese constable.

Defendant: That is not true. He was fighting with some men, and left the basket on the ground. I came along and picked it up. Then he chased me. I was not in the company of the other men, and did not know them.

Sub-Inspector Murphy said that the accused had been in jail seven times, and came out only a few days ago, after serving his last term. They could not banish him because he was Hongkong born.

The Magistrate said that the accused should have been taken before the C.S.P. first, and then he could have committed him to the Sessions.

Inspector Murphy explained that that was not possible because the complainant was going to the country on special business to-day, and might be away for some time. In view of this, Inspector Brown had decided to bring the accused before the Police Court and ask for the maximum penalty.

The complainant said that he was going to the country to confer with a magistrate about a new charity school and might be away for two months.

The Magistrate: I cannot pass sentence of more than six months.

Inspector Murphy: He has done three terms of six months already. The Magistrate (to accused): You have been in jail practically the whole time during the past two years, and yet you don't seem to mend your ways. Six months and four hours' stocks.

CITY HALL CONCERT.

YESTERDAY EVENING'S FINE SUCCESS.

A large audience, keen in its appreciation and generous in its applause, heard the farewell concert given by Miss Anna El-Tour, Miss Vera Mirova, and Mr. Leo Podolsky in the Chamber of Commerce room, City Hall, yesterday evening.

Miss Anna El-Tour with not less than twelve numbers, including Persian, Hebrew, Russian, English, and Scottish songs, again revealed the same high qualities of voice that first won her local favour. She fully deserved the almost tumultuous applause which rewarded her every contribution.

In three very contrasted items—an intriguing Oriental dance, an amusing caricature of a Russian dance, and Dvorak's famous Humoresque—Miss Vera Mirova won the admiration of the audience by her happy charm and grace. She also was accorded a very cordial reception.

At the piano Mr. Podolsky displayed customary skill and discrimination giving admirable interpretations of several fine pieces, notably Rachmaninoff's wonderful Prelude and Scriabin's fascinating "Fantasie." With Mr. Harry are, a local pianist, he gave a brilliant interpretation of Greg's "Romance et Variations" on an old Norwegian ballad.

Unobtrusively good work was done by Mr. Van Tack with the violin. Mr. Gonzalez with the cello, and Mr. Podolsky at the piano, as accompanists for a number of Miss El-Tour's songs.

The Steinway Grand and Montreux Grand used for the concert were supplied by Messrs. Montreux and Co.

rates which cover transportation. Speaking of the motor coach service shortly to be established between Hongkong and Repulse Bay Mr. Taggart forecasted an inclusive tariff covering transportation both ways and dinner at the Repulse Bay Hotel.

TYPHOON WARNING.

The telegram quoted below was received by the local American Consulate General from the Manila Observatory:—
9.30 a.m. Sept. 30.
Typhoon in about 128 deg. Long. E. 15 deg. Lat. N. moving N.

Mr. Isaac Evans of the admiralty ship "Khaki" has passed his examination as first mate (s.s.).

The forthcoming marriage is announced of Police Sergeant G. R. Mackell of Shaukiwan Station to Miss Florence Marshall of No. 23, Wong-neichong Road.

H. E. the Governor took up his residence at Government House to-day. Lady Stabbe returns to-morrow from Amoy where she has been staying for the past fortnight.

Explaining the absence of a prisoner at Wicksworth Police Court, Derbyshire, the police stated that they could not get him out of the cell as the door lock was broken. They had to send for a blacksmith.

The Dodwell Castle Line s.s. "Wray Castle" which sailed from New York on Sept. 24 left the port of Savannah on Sept. 10 via Panama, and is expected here at the end of Oct. Agents, D. & Co., Ltd.

The Dodwell Castle Line s.s. "Bowe Castle" sailed from New York on Sept. 27, via Panama Canal and is expected to arrive here towards the end of November.

TO-DAY'S ADVERTISEMENTS.

G. M. R.

TECHNICAL INSTITUTE.

THE INSTITUTE WILL RE-OPEN on MONDAY, October 3rd. Students will be enrolled at the Education Office only, and could apply at once for Entry Forms. Hongkong, September 30, 1921.

THE CHINA COAST STEAMSHIP COMPANY, LIMITED.

(In Liquidation).

NOTICE IS HEREBY GIVEN in pursuance of Section 188 of the Companies Ordinance, that a general meeting of the members of the above named Company will be held at the offices of the Liquidators, 100 House Street, on Monday, the 31st day of October, 1921, at 4.0 o'clock in the afternoon, for the purpose of having an account laid before them, showing the manner in which the winding-up has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidators, and also of determining by extraordinary resolution the manner in which the books, accounts and documents of the Company, and of the Liquidators thereof, shall be disposed of. Hongkong, 29th September, 1921. CARROLL BROTHERS, Liquidators.

NOTICE.

THE AUTHORITY of Mr. H. W. LUCAS to sign for the Undermentioned firm, is withdrawn from Date, October 1st, 1921.

MOLLER AND CO. (HONGKONG), LTD. ERIC MOLLER, Permanent Director. Hongkong, September 30, 1921.

CHRONIC DIARRHOEA.

ARE you subject to attacks of diarrhoea? Keep absolutely quiet for a few days, rest to bed if possible, be careful of your diet and take Chamberlain's Colic and Diarrhoea Remedy. This medicine has cured cases of chronic diarrhoea that physicians have failed to cure and it will cure you. For sale by all Chemists and Storekeepers.

"OVERLAND CHINA MAIL"

Contains all the News of the Week.

PRICE 25 cts PER COPY.

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NOTICES.

LANE, CRAWFORD'S

LADIES' SECTION

"HANAN" AND "WALK-OVER" BOOTS AND SHOES

AT LESS THAN NEW YORK PRICES.

JUST RECEIVED RAINCOATS AND UMBRELLAS AQUASCUTUM COATS. MILLINERY AND VEILS.

LATEST STYLES AT MODERATE PRICES.

JUST ARRIVED NEW STOCK OF ENGLISH COLUMBIA RECORDS AT ANDERSON'S.

"PHILIPS"

A PHILIPS LAMP IS A PERMANENT ECONOMY

SOLE AGENTS
Holland-China Trading Co.
Hong Kong

Berger Paints
Colours, Enamels, Varnishes

PREPARED PAINTS OF ALL KINDS AND COLOURS. BERGER'S LIQUID RED LEAD contains 50 per cent more surface weight for weight, than the ordinary hard mixed Red Lead.

MATCH—The oil paint you thin with water. Covering capacity one third more than that of Washable Disperses.

STRUCTURAL & ROOF PAINT—A preservative.

BERGER'S VARNISH—OAK VARNISH, BRASS VARNISH, COPAL, ETC.

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FACTORY OF APPLIANCES—STOCKS, CHINA, ETC.

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W. & A. LEXLEY & CO., LTD.
MR. BERGER MADE HIS COLOURS IN LONDON IN 1867.

Do you know
— that the managing
director of a Life Insurance
Company offered to make
a reduction of 10% on
cost of a policy to a
confirmed drinker of
Wilkinson's Tansan

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GANDE, PRICE & CO., LTD.
2, QUEEN'S ROAD, CENTRAL
HONGKONG

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE HINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings:—Suez Canal, daily at 5 a.m. and 10 p.m. (Sundays 10 p.m. only).
From Canton daily at 5 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

Sailings: To:—Canton—Daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only).
From:—Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, 5th Floor, from Messrs. T. M. Chan & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR NEW YORK AND/OR BOSTON
Via SUEZS.S. "KENDAL CASTLE".....Sailing on 1st October.
S.S. "WINDY CASTLE".....Sailing about 8th Nov.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS

FUMF having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE, AND TRIESTE

S.S. "PERSIA".....Sailing 2nd half of October.

FOR SHANGHAI

S.S. "PERSIA".....Sailing on or about 13th October.
Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to

SAILING FROM COLOMBO TO
SOUTH AFRICAN PORTS

S.S. "UMVOLOSI".....Sailing on or about 30th Sept.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD., Agents.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

ALTAI MARU.....Wednesday, 5th Oct.

BUENOS AIRES—Ride Japen, Santos, Bahia & Cape Town via Singapore.

PATRIOT MARU.....Tuesday, 11th Oct.

BOMBAY & COLOMBO—Regular fortnightly service via SINGAPORE.

KASADO MARU.....Wednesday, 5th Oct.

DELI & BANGKOK via SINGAPORE & SINGAPORE—Regular Monthly

PASSENGER SERVICE.

RISHI MARU.....Saturday, 1st Oct.

Excellent accommodation for 1st and 2nd class passengers.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and

Pacific Island.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and

Dairen—Regular fortnightly PASSENGER service trucking at intermediate

ports in Japan and taking cargo to OVERLAND POINTS U.S.A. in connection

with Chicago, Milwaukee and St. Paul Railway.

ARVIA MARU.....Sunday, 2nd Oct.

NEW YORK via PANAMA.

HONOLULU MARU.....Friday, 11th Oct.

NEW ORLEANS via SUEZ.

PORTO MARU.....Friday, 21st Oct.

JAPAN PORTS via SUEZ & Yokohama.

ALTAI MARU.....Saturday, 15th Oct.

KELUNG via SWATOW & AMOY—These steamers have excellent accommodation

for 1st and 2nd class passengers and will arrive at and depart from

the O.S.R. wharf near the Harbour Office.

AMARU MARU.....Sunday, 2nd Oct.

TAKAO via SWATOW & AMOY.

SOSU MARU.....Sunday, 16th October.

For sailing dates and further particulars please apply to:—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

No. 1, Queen's Building.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

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SAILINGS FROM HONGKONG.

"BURYMACHERS".....Via Suez Canal.....13th Oct.

"CITY OF ADELAIDE".....Via Suez Canal.....1st Nov.

"TYDEUS".....Via Suez Canal.....13th Nov.

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG

HONGKONG & CANTON.

REISS & CO.

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C. N. C.
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SHANGHAI AND TIENTSIN

SHANGHAI, TIENTSIN, YINGTOW, TO-MORROW 4 p.m.

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SHANGHAI, TIENTSIN, YINGTOW, TO-MORROW 4 p.m.

CANADIAN PACIFIC
STEAMSHIPS
LIMITED.

HOME VIA CANADA.

Hongkong to England.

Via SHANGHAI, NAGASAKI, (Moshi) Kobe, YOKOHAMA, VANCOUVER & MONTREAL.

PACIFIC STEAMERS

Empress of Russia Oct. 13 Oct. 31

Monteagle Oct. 25 Nov. 19

Empress of Asia Nov. 10 Nov. 28

Empress of Japan Nov. 23 Dec. 14

Empress of Russia Dec. 8 Dec. 25

Monteagle Dec. 31 Jan. 25

Connecting Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp, Havre & Naples.

Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.

Standard Sleeping Cars, Compartments & Dining Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC STEAMSHIP LIMITED.

Hongkong Office. Telephone 752. Cable Address: CANPAC.

INCORPORATED IN U.S.A.

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "CHINA" S.S. "NANKING"

Nov. 3rd Dec. 12th

HONGKONG to SINGAPORE

S.S. "CHINA" S.S. "NANKING"

Oct. 15th Nov. 23rd

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.

Cargo accepted on Through Bills of Lading for transshipment at San

Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING. ICE HOUSE STREET.

Telephone: Passenger Dept. No. 1934. Tel. Freight Dept. & Agent No. 2181.

INCORPORATED IN U.S.A.

HONGKONG to JAVA

Calling at Singapore, Batavia, Samarang

and Sourabaya.

S. S. "NILE"

October 4th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.

Also

Cargo accepted on Through Bills of Lading for transshipment at San

Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING. ICE HOUSE STREET.

Telephone: Passenger Dept. No. 1934. Tel. Freight Dept. & Agent No. 2181.

INCORPORATED IN U.S.A.

NEW SERVICE TO JAVA

China Mail S.S. Co., Ltd.

INCORPORATED IN U.S.A.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG to JAVA

Calling at Singapore, Batavia, Samarang

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PRINCE'S BUILDING. ICE HOUSE STREET.

3H.P. N9

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BORNEO, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Bangkok (about)	Destination
"KHIVA"	9,000	15th Oct.	MARSEILLE, LONDON & A. W. P.
"DUNERA"	5,400	18th Oct.	Singapore, Colombo & Bombay
"SARDINIA"	6,600	18th Oct.	MARSEILLE, LONDON & A. W. P.
"KARMAIA"	9,000	11th Nov.	MARSEILLE, LONDON & A. W. P.

BRITISH INDIA-APCAR SAILINGS (South)

"TAKADA"	7,000	4th Oct.	Calcutta, via Singapore Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	17th Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
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SAILINGS TO SHANGHAI & JAPAN

"DUNERA"	5,400	2nd Oct.	Shanghai only.
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SPECIAL STEAMER.

The P. & O. s.s. "EGYPT" is expected to leave Hongkong on or about the 15th January, 1922, taking passengers and cargo for MARSEILLE and LONDON sailing at Bombay.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

In Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Java or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge. Steamer and sailing dates are liable to be cancelled or altered without notice. Parcels measuring not more than 4 ft. x 2 ft. x 2 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For further information, Passage Fare, Freight, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG. Agents.

E. H. ING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.

Telephone No. 1114. 25, Wing Woe Street, Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILING FROM HONGKONG SUBJECT TO ALTERATION.
VICTORIA, KATLE & VANCOUVER via Shanghai &
Japan ports. Through bills of lading issued to all Over-
land Common Points in U.S.A. and Canada.

KASHIWA MARU (Nagasaki direct) ... Saturday, 1st Oct. at 11 a.m.
NUWA MARU (Nagasaki direct) ... Saturday, 2nd Oct. at 11 a.m.
FUSUMI MARU (Nagasaki direct) ... Saturday, 19th Nov. at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore
Malacca, Penang Colombo, Suez, Port Said.

INABA MARU ... Saturday, 1st Oct. at 10 a.m.
KAMO MARU ... Friday, 14th Oct. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU ... Saturday, 2nd October.

LIVERPOOL & GLASGOW via MARSEILLES.

LINEON MARU ... Monday, 3rd October.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

NIRKO MARU ... Tuesday, 18th Oct. at 11 a.m.

AKI MARU ... Tuesday, 18th Nov. at 11 a.m.

NEW YORK via PANAMA & CUBAN PORTS.

BURBAN MARU ... Thursday, 20th Oct.

NEW YORK via SUEZ.

RANGOON MARU ... End of October.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

KAWACHI MARU ... Middle of November.

BOMBAY via Singapore, Penang & Colombo.

TATSUNO MARU ... Friday, 20th Sept.

AKITA MARU ... Monday, 18th Oct.

CALCUTTA via Singapore Penang & Rangoon.

SENTEI MARU ... Friday, 9th Oct.

YASABAKI, KORE & YOKOHAMA.

AKI MARU ... Friday, 14th Oct. at 11 a.m.

SHANGHAI, KORE & YOKOHAMA.

KAMAKURA MARU (Sailing direct) ... Wednesday, 18th Oct.

AKITA MARU (Sailing direct) ... Wednesday, 18th Oct.

SHANGHAI, KORE & YOKOHAMA.

For further information, apply to—

NIPPON YUSEN KAISHA

Telephone No. 1114.

LONDONERS TO FIGHT FOR SPAIN.

Volunteers for the Spanish Foreign Legion are being enrolled at the Spanish Consulate, in Bloomsbury Square. They must be ex-servicemen. The pay offered is only about four and a half pence (about 3s. 4d.) a day, with £25 for a five year's enlistment.

There has been great secrecy, but the "Star" seems to have found out all about it. The Legion is being sent to serve in Morocco, and a Spanish battleship has been sent over from Spain to take the English volunteers. She is now at Southampton. Men who are being taken are between the ages of 18 and 40. They are being provided with uniform and equipment. They are going first to the Legion headquarters in Spain, there to be accepted or rejected. If the latter their fares will be paid back to England. The offer has been open several weeks, and there is said to have been a good response. The chances has attractions for unemployed ex-service men. It is said that the applicants are not asked for characters, but only whether they are fit and can fight.

This revelation is going to rouse a good deal of attention. There is, of course, the precedent of the French Foreign Legion, which has always included Englishmen and which has been much service in North Africa. In early Victorian times a British Legion was raised to fight in the Spanish Civil War.

BANNED MARRIAGE

EXPERTS DISPUTE VALIDITY OF FOREIGN DIVORCE.

When a couple arrived at a London register office to be married, they were told that the Registrar-General had forbidden the marriage.

The bride-to-be, a beautiful woman of foreign origin, some years ago divorced her husband. The registrar explained that the ban was placed on the wedding on the ground that the foreign divorce proceedings did not constitute a divorce in England.

Among those who were to have witnessed the marriage was a barrister who told the registrar that the divorce was quite in order. The registrar was not satisfied and the opinion of a leading divorce lawyer was sought. The party waited in the registrar's office until he arrived. He examined the papers and told the registrar that they were in order and that the parties could be married.

The registrar expressed his regret but stated that in the absence of fresh orders the marriage could not be performed.

The bride-to-be left the office weeping.

NOTICES TO CONSIGNEES

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ (United Netherlands Navigation Company).

HOLLAND-OOST AZIE LIJN.

(Holland East Asia Line).

NOTICE TO CONSIGNEES.

From ROTTERDAM, AMSTERDAM, HAMBURG, GENOA, PORT SAID, MANILA.

THE Steamship

"BOERNE" having arrived from the above Ports Consignees of Cargo are hereby notified that all goods are to be landed at their risk into the Godowns and/or extra hazardous Godowns of the Bangkok & Kowloon Wharf & Godown Co., Ltd., where and/or from the wharves delivery may be obtained.

Goods not cleared by the 5th October, 1921, will be subject to rent, broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 10th October, 1921, at 10 A.M. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No fire insurance will be effected by the undersigned on their case whatever.

Bills of lading will be countersigned by

JAVA CHINA JAPAN LYN.

General Agents.

Hongkong, September 29, 1921.

NOTICE TO CONSIGNEES.

HE Steamship

"KENDAL CASTLE"

From NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 29th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 15th prox or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox at 10 A.M.

No fire insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hongkong, September 29, 1921.

SHIPPING.



VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company.)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China & Japan Conference)

Regular monthly service between

YOKOHAMA, KOBE, DAIREN, SHANGHAI, HONGKONG, ANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN.

For

Sailing on or about

"TJISOM" 1st Rotterdam, Amsterdam & Hamburg ... 2nd Oct.

"AIDRAMIN" Rotterdam, Amsterdam & Hamburg ... 11th Oct.

"BOERNE" Amsterdam, Rotterdam & Hamburg ... 2nd Nov.

"TOS RI" Amsterdam, Rotterdam & Hamburg ... 17th Dec.

"OUDEKERK" Rotterdam, Amsterdam & Hamburg ... 14th Jan.

"RADJ" Amsterdam, Rotterdam & Hamburg ... 10th Feb.

For full particulars please apply to—

JAVA CHINA JAPAN LYN.

General Agents.

Telephone No. 1574.

York Building.

JAVA-PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN

Steamer From Expected Will leave For

"SALIKER" Java 1st Oct. 16th Oct. SAMPATSON via Manila

The steamer are all fitted throughout with electric light, and have

accommodation for a limited number of passengers.

All passengers carry only limited baggage.

Cargo taken on through bills of lading to all Overseas Ports in the

United States of America and Canada.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN

General Agents.

Telephone No. 1574.

York Building.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship

"ATSUTA MARU"

having arrived from the above Ports Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignee will be asked to obtain by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 10th Oct. 1921, will be subject to rent.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, September 28, 1921.

THE EAST ASIATIC CO. LTD.

COPENHAGEN.

THE Motorship

"MALAYA"

having arrived, Consignees of cargo are hereby informed that all goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 3rd October, will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on the 3rd October, at 10 a.m.

All claims must reach us before the 5th October, or they will not be recognized.

No fire insurance will be effected.

Bills of Lading will be countersigned by

MANNERS & BACKHOUSE LTD.

Agents.

Hongkong, September 27, 1921.



MITSUBISHI SHOJI KAISHA, LTD.

(Mitsubishi Trading Co., Ltd.)

COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF

TAKASHIMA, OCHI, MUYAR,

KISHIDA, YOSHINOZAKI,

HOJO, HAMADA, SANO, SHIN,

REU, KAWADA, KIKAI, KAMIYA,

MADA, and OYABARI.

AGENTS FOR SAKITO COAL

Head Office—TOKYO.

Branches and

Representatives:—

Hankow, Kanton, Yokohama, Kobe,

Kobe, Osaka, Nagoya, Yokohama,

Yokohama, Tokyo, Yokohama, Yokohama,

Osaka, Vladivostok, Peking, Hankow,

Calcutta, Rangoon, Canton, Manila,

Singapore, Borneo, London, Paris,

New York and Seattle.

Cable Address:—IWAKASAL

Codes:—A. I. A. R. G. 5th Ed.

Western Union and Bonded

Agencies for: The Mitsubishi Marine &

Fire Insurance Co.

The Osaka Marine &

Fire Insurance Co.

P. Particulars, apply to—

K. KOBAYASHI, Manager.

No 14, Prince Street, Hongkong.

SHIPPING

STRUTHERS & DIXON, Ltd.

Operating for Eastern services for account of the UNITED STATES SHIPPING BOARD.

To MANILA.

"West Carmona" 28th September

To LOS ANGELES & SAN FRANCISCO

"West Hamshaw" 2nd October

To VANCOUVER AND SEATTLE

"West Carmona" 8th October

Also, cargo accepted for Transshipment at San Francisco

and/or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK,

BALTIMORE, PHILADELPHIA,

NEW YORK, & BOSTON.

Through Bills of Lading issued at U.S. & Canadian Overseas Common Points

HONGKONG OFFICE—1st Floor, P. & O. Building, 12, Des Voeux Rd., Tel. 3008.

HONGKONG HOTEL GOLD STORES

COMPRADORE DEPARTMENT.

(Telephone No. 433.)

OPEN 7.30 A.M. TO 10 P.M.

FRESH CREAMERY BUTTER

"SHAMROCK" BRAND	...	\$1.25 per lb.
McLAREN'S	...	\$1.25 per jar
CANADIAN SALMON	...	60 cts. per lb.
HADDOCK	...	50 cts. per lb.
KIPPERS	...	45 cts. per lb.
CANADIAN TURKEY	...	\$1.50 per lb.
GRAPE FRUIT	...	30 cts. each.
ORANGE	...	15 cts. each.
APPLES	...	40 cts. per lb.

THE ABOVE PRODUCE IS IMPORTED TO OUR ORDER AND STOCKED IN OUR OWN REFRIGERATORS.

SH PEING.

WHERE BRITAIN LEADS.
MARINE ENGINEERING.

It is refreshing to think that Britain still leads the world in marine engineering, and especially in the application of the Michell thrust system—a system which has now been employed in British ships for some time, says the *Journal of Commerce*. This thought is prompted by the fact that the latest French liner, "Paris," is provided with an adjusting block having eighteen collars. It is years since English builders abandoned this type for the simple single-collar adjusting block which has rendered the turbine "dummy cylinder" obsolete, thus shortening the turbine and increasing its efficiency. The Germans, it would seem, are also far behind us in the application of this system, since an ex-*en-may* liner which has recently failed to attain more than half speed is to be converted to the Michell system. An indication of the difficulties which had to be overcome in the early days of the system, when a lot of "pioneering" was necessary, is afforded by the following account of the first unit sent out to Canada. It formed part of the steam turbine equipment for an electric power plant. Some years ago a noted English firm of steam turbine manufacturers sent out to a remote part of Canada an electric power plant. The erector noticed when he assembled the parts that the usual adjusting block for taking up end-thrust was missing. As time was pressing, he ordered what he thought was required from the nearest engineering works in Vancouver, and advised his firm accordingly, observing that there was a flange and some loose bits which apparently fitted on the end of the turbine spindle—what were they for? His firm immediately cabled their erector to cancel his order to Vancouver, and to fit the "flange and loose bits," which was in fact the thrust block. The firm referred to were one of the first to appreciate the advantages of the Michell thrust and fit it to steam turbines long before it was adopted for marine purposes. The innovation was so revolutionary that the mistake of the erector was quite excusable.

NEW HOLT STEAMER.

"MERIONES" SUCCESSFULLY LAUNCHED.

There was successfully launched from the Hebburn Shipyard of Palmer's Shipbuilding and Iron Co., Ltd., on Aug. 17, the steel screw passenger and cargo steamer "Meriones" for the Ocean Steamship Company, Ltd. (Messrs. Alfred Holt and Co., Ltd., Liverpool).

The principal dimensions of the steamer are as follows:—Length overall, 476 ft. 6 ins.; breadth, 58 ft.; depth to upper deck, 35 ft. 3 ins. The vessel will carry about 10,000 tons dead-

weight, and is of the two-deck type, having poop, bridge and forecastle. The engines are berthed in a deck-house on the bridge deck, the officers' and captain's accommodation being in a house over, while the seamen and firemen have ample quarters in the poop; accommodation can be provided for a limited number of passengers in the 'tween deck space and forecastle. The vessel has in all six cargo holds, one of which is insulated for carrying perishable cargo, and built pillars and side girders are fitted so that clear holds are obtained for the shipment of heavy cargo. Special attention has been given to the derrick arrangement for the rapid handling of cargo. A Marconi house for wireless telegraphy is fitted up complete on the boat deck. The cellular double bottom all fore and aft is fitted for the carriage of either water ballast or oil fuel. The vessel is to be fitted with single screw double reduction geared turbines of Parsons' impulse reaction type, supplied and fitted by Palmer's Shipbuilding and Iron Co., Ltd., at Jarrow, steam being supplied by two double-ended boilers fitted with Schmidt's superheaters and Howden's system of forced draught. An auxiliary single-ended natural draught boiler is also fitted, the working pressure being 220 lb. per square inch.

COMMONWEALTH STEAMERS.

NEW SERVICE TO INDIA AND SUEZ.

It is announced that the Commonwealth Government's steamers will at about the end of the present year inaugurate a fast four-weekly service between the main Australian ports and Colombo and the chief Indian and Suez ports. The "Bay" line of steamers will be used.

The service will be a fast one, and will provide plenty of refrigerated space—experimental chambers for the soft fruit trade and modern handling appliances for general, perishable and fragile cargoes. Special provision will be made for tea cargoes. It is understood that various enterprising Australian firms are prepared to seek and develop new trade in India and the Red Sea, and it is hoped that the service now announced will generally give facilities for and encourage the growth of Australia's commercial activities in the East.

A TYNE-BUILT TANK VESSEL.

The twin-screw motor tank vessel "Conde de Churruarín," built for the Philippine Tobacco Company by Sir W. G. Armstrong, Whitworth & Co., on the Tyne, recently underwent trial, when a mean speed of 11.8 knots was attained. The principal dimensions of the vessel, which is constructed on the Isherwood system, are:—Length, b.p., 370 ft.; breadth moulded, 48 ft. 3 in.; depth moulded, 30 ft. The oil space is divided into seven compartments, and oil-tight bulkheads are carried through all compartments. Oil-fuel is carried in the aft cross bunker, in a double-bottom

tank under the machinery space, and also in the fore deep tank. The vessel is propelled by Armstrong-Sulzer Diesel engines. The main engines are of the inverted four-cylinder, direct-acting, reversible, single-acting two-cycle type. Two Armstrong-Sulzer Diesel engines for driving generators of the latest Sulzer two-cycle controlled port scavenging type are fitted. The engines are each direct coupled to a 70-kw. generator, which supplies the necessary current for driving the engine-room auxiliaries and the steering gear.

GENERAL NOTES.

A 12-mile visibility light is to be established at Moring in Lat. 2° 27' 15 N Long. 103° 49' 15 E on chart 3,543.

The steamer Trieste recently passed in Lat. 3° 37' N Long. 99° 53' E two large, true trunks three feet above water dangerous to navigation.

The Elder Dempster new passenger motor liner "Alba," late Glenapp, has arrived at Belfast for completion at Messrs. Harland and Wolff's.

The fleet of eight steel single deck steamers which were sold to the Western Counties Steamship Company, Cardiff, last year by the Sutherland Steamship Company, Newcastle, for £1,450,000 were disposed of at the Baltic exchange by auction for £265,150.

At the Clydebank yard of Messrs. John Brown and Company the motor ship "Loch Katrine" has been launched to the order of the Royal Mail Steam Packet Company. The "Loch Katrine" is similar in dimension and design to the "Glenapp" and the "Glenogle" of the Glen Line, and also to two further vessels for the same firm, the "Glenarry" and the "Glenbeg," which are completing at Messrs. Harland and Wolff's yard. It is designed to carry approximately 14,000 tons of cargo at a speed of 12 knots. She will have an oil-carrying capacity of 1,800 tons of fuel, and when fully laden fuel consumption will be under 20 tons daily. This result has been achieved by the sister ships of the Glen Line.

Following the deterioration of exchange quotations, the situation on the Australian shipping line has greatly altered since June. Shipments of cotton yarn and piecegoods, which were important lines, have suddenly declined to an alarming extent. Paper is also a severe sufferer, Swedish paper being imported there at a "ridiculously low" figure. Cement finds it difficult to make way into Australia, where there are large stocks. Thus, there are very small cargoes for steamers to carry. On the homeward run, however, there are some shipments of wool to Japan. The paper from which this is quoted, it will be observed, ascribes the whole trouble to exchange. What really caused this deterioration is that goods from America and Europe are intrinsically cheaper than those manufactured in Japan.

As the shipping depression is unlikely to disappear soon, Japanese shipowners are very anxious to cut down expenses. In consequence, they seem to be inclined to discharge superfluous hands on board ship. There have been many shipowners employing Chinese as ordinary seamen. It is noted, however, that many faults are found with the Chinese, who, for instance, are not only lacking in working efficiency, but desert ships readily, says the *Japan Chronicle*. Accordingly, they are no longer welcome for their low wages. The Japanese shipowners have turned to German sailors, who, they admit, are faithful and quiet, have excellent talents, and are satisfied with low wages. The idea has now entered the minds of the shipping companies that it is advisable to employ Germans not only as ordinary seamen but also as able seamen and officers.

TO-DAY'S CABLES.

(Reader's Service to the China Mail)

NEWS AS TRANSMITTED.

VARIOUS ITEMS THROUGH FRENCH AGENCY.

Paris, September 25.
According to an official statement, the economic penalties imposed by the Allies on Germany in March last are to be raised to-day.

The Italian Ambassador called on the French Premier to convey the Italian Government's regrets for the incident which attended the recent visit of a French mission to Venice, when a handful of rowdies booted the mission. Mr. Briand answered that such a sorry incident could in no way interfere with the cordial relations of France and Italy.

The ambassadors' council devoted special attention to the Albanian question. The belief is that the council expressed themselves in favour of Albania's political and territorial integrity but recognized Italy's special interests.

The papers are expressing satisfaction at the splendid reception given in Liverpool to the French ambassador to Great Britain, when he paid the cotton and produce exchanges and the business section a prolonged visit. He was everywhere warmly greeted and applauded.

Speaking in the Polish parliament the new premier Ponskowski stated that Poland was prompted only by a sincere love of peace and concord, and will co-operate with the western powers in their pacific endeavours. The premier added that the alliance with France which enjoys the people's unanimous support is precisely directed to that end.

WORLD'S RECORD FLIGHT.

AMERICAN LIEUTENANT REACHES 40,800 FEET.

ICE FORMS ON MACHINE.

DAYTON, OHIO, September 25.

Lieut. Macready flew to the world's record height of 40,800 feet in a Laperre biplane. Ice formed on the oxygen tank at 30,000 feet but the ap-
man pressed on till the engine cut out when he glided down and landed unscathed.

HUNGARY'S ARMY.

ALLIES PROHIBIT FURTHER INCREASE.

LONDON, September 25.

In view of the report that Hungary proposes to call up a fresh class of 20,000 men the ambassadors' Council has informed them that this will not be permitted.

DUTCH COMMUNIST PARTY SPLIT.

LEADER JOINS THE EXTREMIST SECTION.

ROTTERDAM, September 25.

The Dutch communist party has definitely split. The leader, van Leuven, has severed his connection with the party and joined the extremist section of the communists.

WORLD'S CHAMPIONSHIP.

CAPABLANCA ACCEPTS RUBINSTEIN'S CHALLENGE.

LONDON, September 25.

Capablanca has accepted the challenge of Rubinstein to defend the title of world's chess champion.

PRINTING BUILDING DESTROYED.

DAMAGE ESTIMATED AT 80,000,000 FRANCES.

PARIS, September 25.

The Printemps building was entirely destroyed. The damage is estimated at 80,000,000 francs.

ARBUCKLE GRANTED BAIL.

DOZEN WOMEN RUSH TO SHAKE HIS HAND.

SAN FRANCISCO, September 25.

Arbuckle has been released on bail of \$5,000 on the charge of manslaughter. A dozen women rushed to shake the hand of the smiling comedian who was accompanied by his wife.

ARGENTINE LOAN FULLY SUBSCRIBED.

NEW YORK, September 25.

The Argentine loan has been fully subscribed.

DAIRY FARM NEWS.

CHEESE

GRUYERE	...	\$1.25 per lb.
GOUDA (Full Cream)	...	1.15 "
AUSTRALIAN CHEDDAR85 "
PICNIC (own make)50 " Jar
COULOMMIER (own make)40 " pat.

THE DAIRY FARM ICE & COLD STORAGE Co., Ltd.

ROYAL SILK STORE.

Just Received New Consignment of Bebees Real Gold and Silver BROCADE for Trimmings, Dresses, Shoes and Scarfs.
We are the Only Dealers for the above Articles & Invite Your Inspection.
D. OHELLARAM, 36, Queen's Road Central.

HOME TRADE.

MANCHESTER WEEKLY MARKET REPORT.

Messrs. James F. Hutton and Co., Ltd., Manchester, reported as follows on August 24.

Cotton prices have continued to advance steadily as a result of moderate covering and a much better enquiry for actual cotton from which an improved business is expected very soon. The advance has been accelerated by crop news which continues extremely unfavourable, and reports of a distinctly serious nature from an important section of the growing states have confirmed the view that the deterioration in the condition is becoming much more severe. This made rather more impression on the markets both in America and at Liverpool and has led to a very rapid advance at the close of the week. A report that the United States Government have authorized the War Finance Commission to give financial assistance to farmers in marketing their crops abroad has also strengthened the upward movement. The rise has been heavier for the lower grades. For the year ended July 31st Mr. Heister, of the New Orleans Exchange, estimates that the American crop marketed and handled was 11,377,316 bales and states that a feature of this was the absence of any substantial amount of either high or very low grades. There was however a finding of 177 million square yards against 100 in July 1920. It was said that the market was still overstocked it can hardly be said that Manchester is adding to their stocks.

Financial troubles add handicap to business. No great revival can take place until these difficulties are settled. There is some indication that magnates generally both here and abroad have been able to liquidate their holdings to some extent. Firms which have "tied up" and unable to operate have now been in the market again.

Business done during the week has been small in volume although well assorted in styles. Small lines have been booked for practically all markets.

The European political situation again tends to undermine confidence. The hope is expressed that the International Finance Relief for Russia will lead to the reopening of trade with that country. Such trade must be very small for some time to come.

Cloth prices remain firm at last week's close.

Wool. The Board of trade returns for the month of July show another heavy fall from the figure of last year. The total exports of cloth were 177 million square yards against 100 in July 1920. It was said that the market was still overstocked it can hardly be said that Manchester is adding to their stocks.

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BRINGING UP FATHER.



NOTICE TO SHIPPERS AND PASSENGERS.

EXPECTED DEPARTURES.

CHINA COAST, ETC.

Ship	Company	Destination	Departure
SWATOW	Swatow M.	Swatow	Oct. 1-2 P.M.
SWATOW	Swatow M.	Swatow	Oct. 1-2 P.M.
SWATOW	Swatow M.	Swatow	Oct. 1-2 P.M.
SWATOW	Swatow M.	Swatow	Oct. 1-2 P.M.
SWATOW	Swatow M.	Swatow	Oct. 1-2 P.M.

AMOI.

Ship	Company	Destination	Departure
AMOI	Amoi M.	Amoi	Oct. 1-2 P.M.
AMOI	Amoi M.	Amoi	Oct. 1-2 P.M.
AMOI	Amoi M.	Amoi	Oct. 1-2 P.M.
AMOI	Amoi M.	Amoi	Oct. 1-2 P.M.
AMOI	Amoi M.	Amoi	Oct. 1-2 P.M.

FOOCHOW.

Ship	Company	Destination	Departure
FOOCHOW	Foochow M.	Foochow	Oct. 1-2 P.M.
FOOCHOW	Foochow M.	Foochow	Oct. 1-2 P.M.
FOOCHOW	Foochow M.	Foochow	Oct. 1-2 P.M.
FOOCHOW	Foochow M.	Foochow	Oct. 1-2 P.M.
FOOCHOW	Foochow M.	Foochow	Oct. 1-2 P.M.

SHANGHAI.

Ship	Company	Destination	Departure
SHANGHAI	Shanghai M.	Shanghai	Oct. 1-2 P.M.
SHANGHAI	Shanghai M.	Shanghai	Oct. 1-2 P.M.
SHANGHAI	Shanghai M.	Shanghai	Oct. 1-2 P.M.
SHANGHAI	Shanghai M.	Shanghai	Oct. 1-2 P.M.
SHANGHAI	Shanghai M.	Shanghai	Oct. 1-2 P.M.

TIENTSIN.

Ship	Company	Destination	Departure
TIENTSIN	Tientsin M.	Tientsin	Oct. 1-2 P.M.
TIENTSIN	Tientsin M.	Tientsin	Oct. 1-2 P.M.
TIENTSIN	Tientsin M.	Tientsin	Oct. 1-2 P.M.
TIENTSIN	Tientsin M.	Tientsin	Oct. 1-2 P.M.
TIENTSIN	Tientsin M.	Tientsin	Oct. 1-2 P.M.

CHEFOO.

Ship	Company	Destination	Departure
CHEFOO	Chefoo M.	Chefoo	Oct. 1-2 P.M.
CHEFOO	Chefoo M.	Chefoo	Oct. 1-2 P.M.
CHEFOO	Chefoo M.	Chefoo	Oct. 1-2 P.M.
CHEFOO	Chefoo M.	Chefoo	Oct. 1-2 P.M.
CHEFOO	Chefoo M.	Chefoo	Oct. 1-2 P.M.

TAKU AND DALNY.

Ship	Company	Destination	Departure
TAKU AND DALNY	Taku and Dalny M.	Taku and Dalny	Oct. 1-2 P.M.
TAKU AND DALNY	Taku and Dalny M.	Taku and Dalny	Oct. 1-2 P.M.
TAKU AND DALNY	Taku and Dalny M.	Taku and Dalny	Oct. 1-2 P.M.
TAKU AND DALNY	Taku and Dalny M.	Taku and Dalny	Oct. 1-2 P.M.
TAKU AND DALNY	Taku and Dalny M.	Taku and Dalny	Oct. 1-2 P.M.

TSINGTAO.

Ship	Company	Destination	Departure
TSINGTAO	Tsingtao M.	Tsingtao	Oct. 1-2 P.M.
TSINGTAO	Tsingtao M.	Tsingtao	Oct. 1-2 P.M.
TSINGTAO	Tsingtao M.	Tsingtao	Oct. 1-2 P.M.
TSINGTAO	Tsingtao M.	Tsingtao	Oct. 1-2 P.M.
TSINGTAO	Tsingtao M.	Tsingtao	Oct. 1-2 P.M.

NEWCHANG.

Ship	Company	Destination	Departure
NEWCHANG	Newchang M.	Newchang	Oct. 1-2 P.M.
NEWCHANG	Newchang M.	Newchang	Oct. 1-2 P.M.
NEWCHANG	Newchang M.	Newchang	Oct. 1-2 P.M.
NEWCHANG	Newchang M.	Newchang	Oct. 1-2 P.M.
NEWCHANG	Newchang M.	Newchang	Oct. 1-2 P.M.

TAKAO.

Ship	Company	Destination	Departure
TAKAO	Takao M.	Takao	Oct. 1-2 P.M.
TAKAO	Takao M.	Takao	Oct. 1-2 P.M.
TAKAO	Takao M.	Takao	Oct. 1-2 P.M.
TAKAO	Takao M.	Takao	Oct. 1-2 P.M.
TAKAO	Takao M.	Takao	Oct. 1-2 P.M.

KEELUNG.

Ship	Company	Destination	Departure
KEELUNG	Keelung M.	Keelung	Oct. 1-2 P.M.
KEELUNG	Keelung M.	Keelung	Oct. 1-2 P.M.
KEELUNG	Keelung M.	Keelung	Oct. 1-2 P.M.
KEELUNG	Keelung M.	Keelung	Oct. 1-2 P.M.
KEELUNG	Keelung M.	Keelung	Oct. 1-2 P.M.

HAIPHONG AND HOIHOW.

Ship	Company	Destination	Departure
HAIPHONG AND HOIHOW	Haiphong and Hoihow M.	Haiphong and Hoihow	Oct. 1-2 P.M.
HAIPHONG AND HOIHOW	Haiphong and Hoihow M.	Haiphong and Hoihow	Oct. 1-2 P.M.
HAIPHONG AND HOIHOW	Haiphong and Hoihow M.	Haiphong and Hoihow	Oct. 1-2 P.M.
HAIPHONG AND HOIHOW	Haiphong and Hoihow M.	Haiphong and Hoihow	Oct. 1-2 P.M.
HAIPHONG AND HOIHOW	Haiphong and Hoihow M.	Haiphong and Hoihow	Oct. 1-2 P.M.

SAIGON.

Ship	Company	Destination	Departure
SAIGON	Saigon M.	Saigon	Oct. 1-2 P.M.
SAIGON	Saigon M.	Saigon	Oct. 1-2 P.M.
SAIGON	Saigon M.	Saigon	Oct. 1-2 P.M.
SAIGON	Saigon M.	Saigon	Oct. 1-2 P.M.
SAIGON	Saigon M.	Saigon	Oct. 1-2 P.M.

SINGAPORE.

Ship	Company	Destination	Departure
SINGAPORE	Singapore M.	Singapore	Oct. 1-2 P.M.
SINGAPORE	Singapore M.	Singapore	Oct. 1-2 P.M.
SINGAPORE	Singapore M.	Singapore	Oct. 1-2 P.M.
SINGAPORE	Singapore M.	Singapore	Oct. 1-2 P.M.
SINGAPORE	Singapore M.	Singapore	Oct. 1-2 P.M.

PHILIPPINE ISLANDS, ETC.

Ship	Company	Destination	Departure
PHILIPPINE ISLANDS, ETC.	Philippine Islands M.	Philippine Islands, etc.	Oct. 1-2 P.M.
PHILIPPINE ISLANDS, ETC.	Philippine Islands M.	Philippine Islands, etc.	Oct. 1-2 P.M.
PHILIPPINE ISLANDS, ETC.	Philippine Islands M.	Philippine Islands, etc.	Oct. 1-2 P.M.
PHILIPPINE ISLANDS, ETC.	Philippine Islands M.	Philippine Islands, etc.	Oct. 1-2 P.M.
PHILIPPINE ISLANDS, ETC.	Philippine Islands M.	Philippine Islands, etc.	Oct. 1-2 P.M.

MANILA.

Ship	Company	Destination	Departure
MANILA	Manila M.	Manila	Oct. 1-2 P.M.
MANILA	Manila M.	Manila	Oct. 1-2 P.M.
MANILA	Manila M.	Manila	Oct. 1-2 P.M.
MANILA	Manila M.	Manila	Oct. 1-2 P.M.
MANILA	Manila M.	Manila	Oct. 1-2 P.M.

SANDAKAN.

Ship	Company	Destination	Departure
SANDAKAN	Sandakan M.	Sandakan	Oct. 1-2 P.M.
SANDAKAN	Sandakan M.	Sandakan	Oct. 1-2 P.M.
SANDAKAN	Sandakan M.	Sandakan	Oct. 1-2 P.M.
SANDAKAN	Sandakan M.	Sandakan	Oct. 1-2 P.M.
SANDAKAN	Sandakan M.	Sandakan	Oct. 1-2 P.M.

JAYA PORTS, ETC.

Ship	Company	Destination	Departure
JAYA PORTS, ETC.	Jaya Ports M.	Jaya Ports, etc.	Oct. 1-2 P.M.
JAYA PORTS, ETC.	Jaya Ports M.	Jaya Ports, etc.	Oct. 1-2 P.M.
JAYA PORTS, ETC.	Jaya Ports M.	Jaya Ports, etc.	Oct. 1-2 P.M.
JAYA PORTS, ETC.	Jaya Ports M.	Jaya Ports, etc.	Oct. 1-2 P.M.
JAYA PORTS, ETC.	Jaya Ports M.	Jaya Ports, etc.	Oct. 1-2 P.M.

INDIAN PORTS, ETC.

Ship	Company	Destination	Departure
INDIAN PORTS, ETC.	Indian Ports M.	Indian Ports, etc.	Oct. 1-2 P.M.
INDIAN PORTS, ETC.	Indian Ports M.	Indian Ports, etc.	Oct. 1-2 P.M.
INDIAN PORTS, ETC.	Indian Ports M.	Indian Ports, etc.	Oct. 1-2 P.M.
INDIAN PORTS, ETC.	Indian Ports M.	Indian Ports, etc.	Oct. 1-2 P.M.
INDIAN PORTS, ETC.	Indian Ports M.	Indian Ports, etc.	Oct. 1-2 P.M.

BOMBAY AND COLOMBO.

Ship	Company	Destination	Departure
BOMBAY AND COLOMBO	Bombay and Colombo M.	Bombay and Colombo	Oct. 1-2 P.M.
BOMBAY AND COLOMBO	Bombay and Colombo M.	Bombay and Colombo	Oct. 1-2 P.M.
BOMBAY AND COLOMBO	Bombay and Colombo M.	Bombay and Colombo	Oct. 1-2 P.M.
BOMBAY AND COLOMBO	Bombay and Colombo M.	Bombay and Colombo	Oct. 1-2 P.M.
BOMBAY AND COLOMBO	Bombay and Colombo M.	Bombay and Colombo	Oct. 1-2 P.M.

SYDNEY AND MELBOURNE.

Ship	Company	Destination	Departure
SYDNEY AND MELBOURNE	Sydney and Melbourne M.	Sydney and Melbourne	Oct. 1-2 P.M.
SYDNEY AND MELBOURNE	Sydney and Melbourne M.	Sydney and Melbourne	Oct. 1-2 P.M.
SYDNEY AND MELBOURNE	Sydney and Melbourne M.	Sydney and Melbourne	Oct. 1-2 P.M.
SYDNEY AND MELBOURNE	Sydney and Melbourne M.	Sydney and Melbourne	Oct. 1-2 P.M.
SYDNEY AND MELBOURNE	Sydney and Melbourne M.	Sydney and Melbourne	Oct. 1-2 P.M.

JAPAN PORTS.

Ship	Company	Destination	Departure
JAPAN PORTS	Japan Ports M.	Japan Ports	Oct. 1-2 P.M.
JAPAN PORTS	Japan Ports M.	Japan Ports	Oct. 1-2 P.M.
JAPAN PORTS	Japan Ports M.	Japan Ports	Oct. 1-2 P.M.
JAPAN PORTS	Japan Ports M.	Japan Ports	Oct. 1-2 P.M.
JAPAN PORTS	Japan Ports M.	Japan Ports	Oct. 1-2 P.M.

YOKOHAMA.

Ship	Company	Destination	Departure
YOKOHAMA	Yokohama M.	Yokohama	Oct. 1-2 P.M.
YOKOHAMA	Yokohama M.	Yokohama	Oct. 1-2 P.M.
YOKOHAMA	Yokohama M.	Yokohama	Oct. 1-2 P.M.
YOKOHAMA	Yokohama M.	Yokohama	Oct. 1-2 P.M.
YOKOHAMA	Yokohama M.	Yokohama	Oct. 1-2 P.M.

YOKOHAMA.

Ship	Company	Destination	Departure
YOKOHAMA	Yokohama M.	Yokohama	Oct. 1-2 P.M.
YOKOHAMA	Yokohama M.	Yokohama	Oct. 1-2 P.M.
YOKOHAMA	Yokohama M.	Yokohama	Oct. 1-2 P.M.
YOKOHAMA	Yokohama M.	Yokohama	Oct. 1-2 P.M.
YOKOHAMA	Yokohama M.	Yokohama	Oct. 1-2 P.M.

YOKOHAMA.

Ship	Company	Destination	Departure
YOKOHAMA	Yokohama M.	Yokohama	Oct. 1-2 P.M.
YOKOHAMA	Yokohama M.	Yokohama	Oct. 1-2 P.M.
YOKOHAMA	Yokohama M.	Yokohama	Oct. 1-2 P.M.
YOKOHAMA	Yokohama M.	Yokohama	Oct. 1-2 P.M.
YOKOHAMA	Yokohama M.	Yokohama	Oct. 1-2 P.M.

YOKOHAMA.

Ship	Company	Destination	Departure
YOKOHAMA	Yokohama M.	Yokohama	Oct. 1-2 P.M.
YOKOHAMA	Yokohama M.	Yokohama	Oct. 1-2 P.M.
YOKOHAMA	Yokohama M.	Yokohama	Oct. 1-2 P.M.
YOKOHAMA	Yokohama M.	Yokohama	Oct. 1-2 P.M.
YOKOHAMA	Yokohama M.	Yokohama	Oct. 1-2 P.M.

AMERICAN PORTS.

VANCOUVER.

Ship	Company	Destination	Departure
VANCOUVER	Vancouver M.	Vancouver	Oct. 1-2 P.M.
VANCOUVER	Vancouver M.	Vancouver	Oct. 1-2 P.M.
VANCOUVER	Vancouver M.	Vancouver	Oct. 1-2 P.M.
VANCOUVER	Vancouver M.	Vancouver	Oct. 1-2 P.M.
VANCOUVER	Vancouver M.	Vancouver	Oct. 1-2 P.M.

SEATTLE.

Ship	Company	Destination	Departure
SEATTLE	Seattle M.	Seattle	Oct. 1-2 P.M.
SEATTLE	Seattle M.	Seattle	Oct. 1-2 P.M.
SEATTLE	Seattle M.	Seattle	Oct. 1-2 P.M.
SEATTLE	Seattle M.	Seattle	Oct. 1-2 P.M.
SEATTLE	Seattle M.	Seattle	Oct. 1-2 P.M.

PORTLAND.

Ship	Company	Destination	Departure
PORTLAND	Portland M.	Portland	Oct. 1-2 P.M.
PORTLAND	Portland M.	Portland	Oct. 1-2 P.M.
PORTLAND	Portland M.	Portland	Oct. 1-2 P.M.
PORTLAND	Portland M.	Portland	Oct. 1-2 P.M.
PORTLAND	Portland M.	Portland	Oct. 1-2 P.M.

SAN FRANCISCO.

Ship	Company	Destination	Departure
SAN FRANCISCO	San Francisco M.	San Francisco	Oct. 1-2 P.M.
SAN FRANCISCO	San Francisco M.	San Francisco	Oct. 1-2 P.M.
SAN FRANCISCO	San Francisco M.	San Francisco	Oct. 1-2 P.M.
SAN FRANCISCO	San Francisco M.	San Francisco	Oct. 1-2 P.M.
SAN FRANCISCO	San Francisco M.	San Francisco	Oct. 1-2 P.M.

VALPARAISO.

Ship	Company	Destination	Departure
VALPARAISO	Valparaiso M.	Valparaiso	Oct. 1-2 P.M.
VALPARAISO	Valparaiso M.	Valparaiso	Oct. 1-2 P.M.
VALPARAISO	Valparaiso M.	Valparaiso	Oct. 1-2 P.M.
VALPARAISO	Valparaiso M.	Valparaiso	Oct. 1-2 P.M.
VALPARAISO	Valparaiso M.	Valparaiso	Oct. 1-2 P.M.

NEW ORLEANS.

Ship	Company	Destination	Departure
NEW ORLEANS	New Orleans M.	New Orleans	Oct. 1-2 P.M.
NEW ORLEANS	New Orleans M.	New Orleans	Oct. 1-2 P.M.
NEW ORLEANS	New Orleans M.	New Orleans	Oct. 1-2 P.M.
NEW ORLEANS	New Orleans M.	New Orleans	Oct. 1-2 P.M.
NEW ORLEANS	New Orleans M.	New Orleans	Oct. 1-2 P.M.

NEW YORK.

Ship	Company	Destination	Departure
NEW YORK	New York M.	New York	Oct. 1-2 P.M.
NEW YORK	New York M.	New York	Oct. 1-2 P.M.
NEW YORK	New York M.	New York	Oct. 1-2 P.M.
NEW YORK	New York M.	New York	Oct. 1-2 P.M.
NEW YORK	New York M.	New York	Oct. 1-2 P.M.

DURBAN AND CAPE.

Ship	Company	Destination	Departure
DURBAN AND CAPE	Durban and Cape M.	Durban and Cape	Oct. 1-2 P.M.
DURBAN AND CAPE	Durban and Cape M.	Durban and Cape	Oct. 1-2 P.M.
DURBAN AND CAPE	Durban and Cape M.	Durban and Cape	Oct. 1-2 P.M.
DURBAN AND CAPE	Durban and Cape M.	Durban and Cape	Oct. 1-2 P.M.
DURBAN AND CAPE	Durban and Cape M.	Durban and Cape	Oct. 1-2 P.M.

EUROPEAN PORTS.

BRINDISI, VENICE & TRIESTE.

Ship	Company	Destination	Departure
BRINDISI, VENICE & TRIESTE	Brindisi, Venice & Trieste M.	Brindisi, Venice & Trieste	Oct. 1-2 P.M.
BRINDISI, VENICE & TRIESTE	Brindisi, Venice & Trieste M.	Brindisi, Venice & Trieste	Oct. 1-2 P.M.
BRINDISI, VENICE & TRIESTE	Brindisi, Venice & Trieste M.	Brindisi, Venice & Trieste	Oct. 1-2 P.M.
BRINDISI, VENICE & TRIESTE	Brindisi, Venice & Trieste M.	Brindisi, Venice & Trieste	Oct. 1-2 P.M.
BRINDISI, VENICE & TRIESTE	Brindisi, Venice & Trieste M.	Brindisi, Venice & Trieste	Oct. 1-2 P.M.

LONDON.

Ship	Company	Destination	Departure
LONDON	London M.	London	Oct. 1-2 P.M.
LONDON	London M.	London	Oct. 1-2 P.M.
LONDON	London M.	London	Oct. 1-2 P.M.
LONDON	London M.	London	Oct. 1-2 P.M.
LONDON	London M.	London	Oct. 1-2 P.M.

